

# 2006 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program

This application is available on the King County Web site at <http://www.metrokc.gov/kcdot/tp/ortp/grants.html>

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**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2006 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**CMS requirements:** Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@metrokc.gov](mailto:peter.heffernan@metrokc.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm June 1<sup>st</sup>, 2006.**

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	<p><b>Project title:</b> E. Lake Sammamish Parkway - SE 56<sup>th</sup> St to I-90</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p><b>Destination 2030 ID#:</b> 265</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to</p> <p>Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a>. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or <a href="mailto:kfujisawa@psrc.org">kfujisawa@psrc.org</a>.</p>
3	<p>a. <b>Sponsoring agency:</b> City of Issaquah</p> <p>b. Co-sponsor(s) if applicable:</p> <p><b>Important:</b> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p><b>Project contact person:</b> Gary Costa, Transportation Manager</p> <p>Address: City of Issaquah, P.O. Box 1307; Issaquah, WA 98027</p> <p>Phone: 425-837-3443</p> <p>Fax: 425-837-3409</p> <p>E-Mail: <a href="mailto:garyc@ci.issaquah.wa.us">garyc@ci.issaquah.wa.us</a> (cc: <a href="mailto:lee.haro@comcast.net">lee.haro@comcast.net</a>)</p>
5	<p><b>Project description.</b> Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>This project will construct an additional southbound through travel lane on the major, regional Principal Arterial of East Lake Sammamish Parkway from SE 56<sup>th</sup> Street to I-90, bringing that facility to a five lane street for its entire length, with six lanes at the north and south ends of this segment, including an HOV queue jump lane to access the freeway ramp HOV bypass lane at I-90. The project will include curbs, gutters, sidewalks, bike lanes, landscaping and storm water quality and storage improvements.</p> <p>This is an important, major corridor for the rapidly growing Urban Growth Area in East King County area for all modes - SOV, a T-1 freight facility, buses, transit and non-motorized. This facility links significant mixed use areas of employment, commercial and population within Issaquah and is also a regional transportation link connecting the cities of Issaquah, Sammamish and Redmond. The roadway currently experiences high levels of congestion and is projected to operate under general failure Level-of-Service conditions within the foreseeable planning horizon if the improvements proposed by this project are not undertaken.</p>

6	<p><b>Project location:</b> East Lake Sammamish Parkway, in the central are of the City of Issaquah</p> <p>. County(ies) in which project is located: King County</p> <p><b>Answer the following questions if applicable:</b></p> <p>. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): SE 56<sup>th</sup> Street</p> <p>. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): The I-90 freeway westbound on and off ramps.</p>
7	<p><b>Map:</b> 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>Any bicycle and/or pedestrian project.</li> <li>Projects not on a roadway and using CMAQ or other funds</li> <li>Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
	<p>Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p>Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input checked="" type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>
<p><b>PLAN CONSISTENCY INFORMATION</b></p>		
<p><b>Note:</b> Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with <i>VISION 2020</i> and <i>Destination 2030</i>, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or <a href="mailto:rpiro@psrc.org">rpiro@psrc.org</a>. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or <a href="mailto:bbakkenta@psrc.org">bbakkenta@psrc.org</a>.</p>		
9	<p><b>Consistency with adopted <i>VISION 2020</i> and <i>Destination 2030</i> (Metropolitan Transportation Plan)</b></p> <p><b>Note:</b> The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at <a href="http://www.psrc.org/projects/planreview/ppr_status.htm">www.psrc.org/projects/planreview/ppr_status.htm</a>. To obtain copies of the adopted <i>VISION 2020</i> or <i>Destination 2030</i> documents, please contact the PSRC's Information Center at 206-464-7532 or <a href="mailto:infoctr@psrc.org">infoctr@psrc.org</a>.</p> <p>a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.</p> <ul style="list-style-type: none"> <li>Certification Status: Certified</li> </ul>	

- Date of certification action (mm/dd/yy): 09/1/00

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area.  
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)

☒ The project is located within the designated urban growth area.

☒ The project is located within a formally designated center. (Please identify center in the space below)

Issaquah's Comp Plan designates 15 planning areas, with three – I-90, Gilman and Newport - called out as "Activity Areas," which is the City's planning terminology for centers intended to encourage a mix of commercial, cultural, office, higher density residential and service activities and land use, as described in Policy L-4.0.1 and Objective L-4, which can be found in the City's Comprehensive Plan, Land Use Element, page 29. The project is located centrally in the I-90 Activity Area and access directly to both the Gilman Activity Area.

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

The project is identified in the City's adopted TIP, which is part of the City's Comprehensive Plan System Expansion needs Section Policy T-9.2 – TIP Update and Table T-5.

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

## REGIONAL PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2006 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

### **Instructions:**

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☐ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

### A. Designated Centers (50 Points)

**Instructions:** Complete this section if you selected "Designated Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

**11. Please explain how your project addresses the following:**

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

**B. Manufacturing/Industrial Centers (50 Points)**

**Instructions:** Complete this section if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

**12. Please explain how your project addresses the following:**

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more “seamless” system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?

<sup>1</sup> The President's Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.” For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or [infoctr@psrc.org](mailto:infoctr@psrc.org).

- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice<sup>2</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

### C. Connecting Corridors (50 Points)

**Instructions:** Complete this section if you selected “Connecting Corridors” in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

#### 13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice<sup>3</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).
  - Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
  - Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
  - Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
  - Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
  - Describe how this project improves safety and/or reduces modal conflict.
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<sup>2</sup> see footnote above

<sup>3</sup> see footnote above

This project will complete the last segment of the East Lake Sammamish Parkway Principal Arterial in Issaquah to a full five lane configuration, as needed to solve serious congestion concerns that will keep this facility from fulfilling its role as a major route serving all modes of transportation for a large segment of the designated Urban Growth Area in east King County.

This is an important route for all modes – a heavy commuter route, numerous school bus routes, the highest level (T-1) freight facility, an important non-motorized corridor and the route provides an HOV queue jump to the HOV ramp bypass lane at I-90.

Several significant safety issues will be addressed, including operational capacity constraints that cause traffic queues to exceed length of left-turn pockets and back up into through traffic lanes and a southbound merge of two lanes to one lane where the roadway currently necks down from five-lanes to three lanes.

Major adjacent land uses are designated and already largely developed as commercial/retail activity areas/centers, with significant amounts of multi-story office employment sites, an industrial site and multi-family housing in the immediate vicinity and accessed by this facility. Of the current 17,270 jobs in Issaquah – projected to grow to 25,000 by 2022 – two of the larger employers are Costco World Headquarters at 2,400 jobs and Microsoft at 1,840.

The route directly serves and/or connects two of Issaquah’s three designated activity areas/centers and is a major route connecting the municipal centers of Issaquah, Sammamish and Redmond.

**Benefits for all of the land use and mobility functions served by East Lake Sammamish Parkway, and described below, will be achieved by this project reducing what will otherwise be a high level of traffic congestion on this critical regional facility. Unless this facility is brought up the five-lane standard of the rest of the facility, it will be a significant barrier to achieving these benefits.**

#### **Summary of Benefits to Centers/Land Use/Range of Modes/Jobs:**

o **Centers.** Three of Issaquah’s 15 planning areas are designated in the Comp Plan as “Activity Areas,” which is Issaquah’s term for centers of high density commercial, employment, residential, cultural and civic land uses. East Lake Sammamish Parkway serves as the major corridor for one of these three centers, directly accesses a second and is a secondary access to the third. Though probably not widely known in the region, Issaquah houses 17,270 jobs – nearly all in the central area accessed by this project – and that job total is projected to grow to 25,000 by 2022. Also, the Parkway is a major regional connecting corridor for the municipal centers of Issaquah, Sammamish and Redmond.



- o **Freight.** This is a State-designated “T-1” (highest level) freight route. Adjacent freight needs served include the “Lakeside” industrial area and a large regional commercial area. Other large commercial areas are in the immediate vicinity and accessed via this route.
- o **Travel Users.** The route is an important for a wide range of users: 1- It serves as a major commuter route both for regional job sites via I-90 and for employment sites in Issaquah; 2- With an arterial HOV queue-jump lane to the I-90 HOV ramp by-pass on the south end of this project, the project benefits HOV’s; 3- Many buses use this route (mostly school buses as Metro currently has only one route using this segment of the Parkway); 4- this is a significant corridor for non-motorized transportation and currently lacks bike lanes and has sidewalks on only one side.

#### **Summary of System Continuity Benefits;**

- o **Logical Segment.** This is obviously the logical segment for improvement on this corridor as it will complete the linkage to the I-90 freeway, which provides the connection to various centers in King County, and also completes the linkage to central Issaquah.
- o **Removes Barrier.** If not developed to a five-lane section compatible with the configuration on either end, this segment of the Parkway will represent both a barrier and a missing link in the regional transportation system.
- o **Bottleneck.** This segment of roadway will remain as a significant bottleneck on the Metropolitan Transportation System if these improvements are not undertaken.

#### **Summary of Long Term/Sustainability Benefits:**

- o **Travel Demand.** Traffic modeling and analysis performed for Issaquah’s Comp Plan show that this is a long range solution; the proposed five-lane configuration for this roadway segment can meet the travel demand and avert into the 20-year planning horizon what will otherwise be a general capacity failure of this roadway segment.
- o **Efficiency.** This is a major corridor for implementation of Issaquah’s centrally controlled, state-of-the art Intelligent Transportation System (ITS); ITS infrastructure is already being installed on this route. However, ITS by itself cannot achieve full efficiency benefits if there are not sufficient travel lanes in place. So the benefits of the ITS require the completion of this widening project. Additional efficiency is provided by the HOV queue jump lane, that will promote a higher ratio of vehicle occupancy on a major regional commuter route.
- o **Safety.** Two significant safety problems will be solved by this project, 1- traffic currently backs up beyond the length of protected left turn pockets into the path of traffic in through travel lanes; 2- a significant safety and operational problem currently occurs when southbound traffic has to merge from two lanes to one lane south of SE 56<sup>th</sup> Street.

## PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

### D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at <http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

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14. Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.**

It is recognized that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

**14A. Check all items that apply below.** Note: if no ROW is required for the project, select “not needed” for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not yet completed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not yet completed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**14B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

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This application is only for design phase funds. Therefore, it is not an indication of a “lack of readiness” that items are noted as “Not yet completed.” Design funds can be obligated as soon as the funds are made available and the design phase will complete all of the items listed above.

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15. Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.

- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Regional Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PE	6/1/07	STP	\$692,000
			\$
			\$
<b>Totals:</b>			<b>\$692,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	6/1/07	Issaquah CIP	\$108,000
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$108,000</b>

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” which can be found at

These definitions can be found at <http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
Right of Way	to be determined	to be determined	\$4,000,000
Construction	to be determined	to be determined	\$4,550,000
			\$
			\$
<b>TOTAL:</b>			<b>\$8,550,000</b>

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$800,000	Preliminary Engineering/Design:	1/30/09
Right of Way:	\$4,000,000	Right of Way:	June, 2008
Construction:	\$4,550,000	Construction:	12/1/09
Other (Specify) :	\$9,350,000	Other (specify) :	
Total Project Cost:	\$9,350,000	Estimated date of completion (i.e. open for use)	12/30/2009

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

PE will be fully completed.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

## **E. Air Quality (20 Points STP, 40 Points CMAQ)**

**16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period.** Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

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This project will have a significant air quality benefit over at least a 20-year period by reducing severe congestion on a major regional bottleneck and, thereby, reducing auto emissions from vehicles idling in traffic back-ups.

By making possible the full implementation – and thereby the full benefits – of improved traffic flow from the centrally controlled Intelligent Transportation System (ITS) that the City of Issaquah is implementing, this project will provide further improvements in traffic flow that will reduce emissions from idling vehicles.

Additionally, the total number of vehicles producing emissions will be reduced by this project facilitating the use of the HOV queue jump and I-90 ramp HOV by-pass lane, thereby encouraging a higher overall occupancy average for vehicles using this corridor.

Also, non-polluting non-motorized travel alternatives will be facilitated by providing sidewalks and bike lanes where they do not currently exist on this facility.

## **F. Other Considerations (No Points)**

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

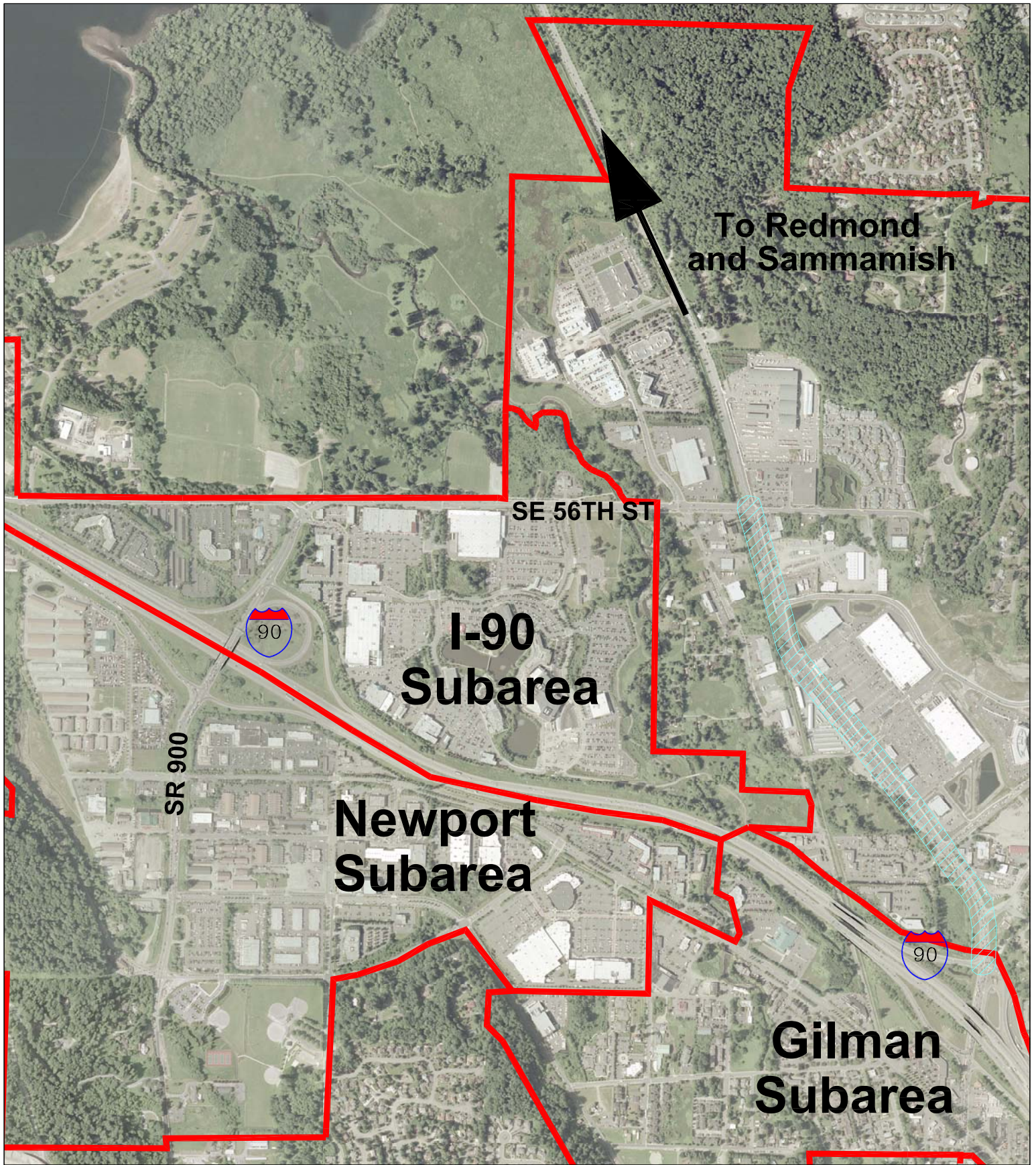
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Though Issaquah is relatively small city in the region, it is called upon to perform a significant role in regional land use plans – such as providing 25,000 jobs by 2022 – and has to simultaneously provide for a large amount of regional traffic to pass through the City, due to topography that forces regional traffic to converge in Issaquah.

Projects seeking construction funding generally score higher in the PSRC grant processes. However, as a small city, Issaquah cannot afford on its own to finance the design of this large regional project just to make the project more competitive.

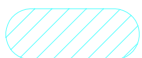
If smaller cities cannot obtain design funds for significant regional projects through the PSRC grant process, then a “Catch-22” situation exists – whereby funds cannot be obtained without design completed, but no funds are available to complete design.

Allocating design funds to jurisdictions that are willing to take on important regional projects such as the East Lake Sammamish Parkway is a critical action that the region can take to assure that the project moves forward for the benefit of the region.





**Vicinity Map**  
**East Lake Sammamish Pkwy-**  
**SE 56th Street**  
**to I-90**



**Project Limits**

